

CANADIAN RAILWAYS.

*This paper precedes
the one before it:*CORRESPONDENCE
ON
INTERCOLONIAL RAILWAY LOAN.

FURTHER PAPERS RELATING TO.

Treasury Chambers,
17 June 1869. }

ACTON S. AYRTON.

CORRESPONDENCE relative to INTERCOLONIAL RAILWAY LOAN, &c.,
laid before Parliament by command of his Excellency the Governor
General.

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B.—Correspondence with the Chancellor of the Exchequer on the subject of the conditions of the Loan, and transmitting copies of Debentures to be settled by the Treasury.

C.—Correspondence with the Financial Agents (Messrs. Baring Brothers & Co., and Messrs. Glyn, Mills, Currie, & Co., London, England), respecting the Loan, and containing lists of bids therefor.

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(Intercolonial.)

My Lord Duke,

London, June 1868.

YOUR Grace will already have been apprised that the Government of Canada have had under consideration the question of determining the line of railway between Rivière du Loup and Truro, to be submitted for the approval of Her Majesty's Government, in accordance with the provisions of "The Canada Railway Loan Act, 1867."

Three lines presented themselves for discussion; the first, proceeding to and crossing over to the right or southern bank of the St. John River, at Woodstock, or Fredericton; thence continuing on the right bank of that river, by branch lines now in progress, to the town of St. John, by what is termed the Western Extension Railway; the second, in a more central direction through the Province of New Brunswick, connecting with the European and North American Road at some point between St. John and Shediac; and the third, the line surveyed by Major Robinson in the year 1848.

Your Grace is now aware of the result of the deliberation of the Canadian Government on this question, and it being important that the necessary financial arrangements should be made for the prosecution of the work with as little delay as possible, I have the honour very respectfully to beg that the approval of the line may be given by your Grace, as contemplated by the Imperial Act, and that the sum of money provided by the Government of Canada in excess of the three millions to be raised on the Imperial guarantee, may be held sufficient for the construction of the railway.

I have further the honour to inform your Grace, that Thomas Baring, Esquire, M. P., and George Carr Glyn, Esquire, M. P., have been named trustees by the Government of Canada, under the 3rd section of the Act for the management of the Sinking Fund.

CORRESPONDENCE RELATIVE TO

On consultation with the financial agents of the Dominion in London, it is thought to be extremely desirable that advantage should be taken of the present low rate of interest, to place the loan, or a portion of it, on the market at as early a day as possible, and I have, accordingly, to solicit the sanction of Her Majesty's Government to that proceeding.

His Grace
The Duke of Buckingham and Chandos,
&c. &c.

I have, &c.
(signed) John Rose, M. F.

(Copy Memo.)

INTERCOLONIAL RAILWAY.

My Lord Duke,

ON the letter from the Nova Scotia and New Brunswick Intercolonial Railway Company, Limited, of the 9th inst., addressed to his Grace the Duke of Buckingham and Chandos, I beg to say that the only arrangements now existing for the construction of the Intercolonial Railway are to be found in the Imperial Act, 30th Vict. c. 16, and in that of the Parliament of Canada, 31st Vict. c. 13.

The previous negotiations which had, for a number of years, taken place between the several Provinces now composing the Dominion of Canada are superseded by the provisions contained in these two Acts.

The Imperial Act left to the Dominion of Canada to adopt such agency as it saw fit for the prosecution of the work, provided the requisite money provision was made; and by the Act of the Canadian Parliament it is provided that the work shall be done directly by a Commission, and not through the interposition of a Company, and shall be a public work belonging to the Dominion.

It will be the duty of the Commission to locate the road on the line approved by the Imperial Government, and they are in no way whatever bound to assume any intermediate portion of road, or to adopt any contracts which either of the Provinces may have previously made in respect of such local sections. Indeed, they are prohibited, by the terms of the Act, from concluding any contract exceeding 10,000 dollars without the sanction of the Government in Canada. It is of the first importance that the whole, from Truro to River du Loup, should be done in the most economical manner, and that the Dominion should have the advantage which payments in cash to contractor, out of the money raised on the Imperial Guarantee and on the credit of the Dominion, afford. Provisions of former contracts may be altogether too onerous, the prices excessive, the location and character of the work may be bad, the specifications insufficient. It was never contemplated that the work itself, or the commission for its execution, should be trammelled by any arrangements anterior to the two Acts of Parliament above quoted. If any contracts or engagements have been entered into by either of the Provinces anterior to the Act of Union, they will be faithfully carried out by the Dominion, if by the provisions of the Union Act they are entailed upon it. But it would be contrary to the spirit and terms of the Intercolonial Acts, both Imperial and Canadian, to tie the hands of the Commissioners appointed to carry them into effect.

The assumption of any intermediate section of work, or the adoption of any contracts, must be matter of arrangement with the Commissioners.

In conclusion, I beg to call his Grace's attention to the fact that the negotiations referred to in the letter written by direction of his Grace the Duke of Newcastle to Mr. Watkin, under date of the 19th March 1864, were never completed; and as in that letter his Grace expressly states, "That no claim is to be made on the Imperial Government under the old project" is to be carried into execution, and if the offer of 1862-63 should fall to the ground, this assurance will fall with it.

It therefore follows (wholly irrespective of the entirely new Legislative provision made in 1867), that no possible claim can be based on the terms of that communication.

His Grace
The Duke of Buckingham and Chandos,
&c. &c.

I have, &c.
(signed) John Rose.

Messrs. Sheward and Webb to the Duke of Buckingham.

(Copy.)

The Nova Scotia and New Brunswick (Intercolonial) Railway Company (Limited),
6, Westminster Chambers, Victoria-street, London, S.W.

My Lord Duke,

9 June 1868.

WE, the Directors of the Nova Scotia and New Brunswick (Intercolonial) Railways Company, Limited, respectfully beg to draw the attention of your Grace to the following facts:—

This Company was formed for the purpose of constructing, under concessions granted by the Nova Scotia and New Brunswick Governments, two of the most important sections of the Intercolonial Railway.

The

The section in New Brunswick, which extends from a junction with the European and North American Railway, near Moncton, in New Brunswick, to a point on the Nova Scotia boundary near Amherst, is about 36 miles in length, and is now in course of construction. The contract is in the hands of Messrs. Edwin Clark, Punchard, & Co., and the works are so far advanced that a portion of the line will be open for traffic in the Autumn of the present year.

The contract for the Nova Scotia section, 74 miles in length, from Amherst to Truro, where it joins the Nova Scotia State Line to Halifax, is also let to Messrs. Clark, Punchard, & Co., and heavy responsibilities, as well as considerable outlay, have already been incurred.

Both these lines were located by the respective Governments of Nova Scotia and New Brunswick as part of the proposed Intercolonial Railway, and were to be covered by the Imperial Guarantee, as your Grace will perceive by reference to the Despatch of the late Duke of Newcastle to Mr. Watkin, M.P., dated 19th March 1864.

It was on this understanding, and on the personal assurance to that effect of the Delegates of the Nova Scotia Government, that these lines were undertaken, and the necessary capital raised for their construction.

We beg to submit these facts for the information of your Grace, in order that the rights which we possess, and the responsibility we have incurred, may be duly considered in any decision that may be taken by the Imperial Government with respect to the Intercolonial Railway.

We have, &c.
(signed) *George Sheppard*,
Chairman.
(signed) *F. W. Webb*,
Secretary.

His Grace
The Duke of Buckingham and Chandos,
&c. &c.

The Under Secretary of State to Mr. Watkin.

(Copy.)

Sir,

Downing-street, 19th March 1864.

THE Duke of Newcastle desires me to inform you that he has received from the Lords of the Treasury a copy of your letter of the 15th of February, contemplating the construction by New Brunswick and Nova Scotia of the first link of the Intercolonial Railway between Truro and the Bend, and suggesting that the line so constructed should be held to be part of the larger scheme contemplated in the laws recently passed by those two Provinces and by the memoranda of December 1862, and January 1864, recited in those laws.

I am directed by his Grace to inform you in reply, that if the Lower Provinces shall, at their own expense, commence the construction of a railway on a line approved by Her Majesty's Government between Truro and the Bend, and if subsequently the proposed loan of 3,000,000 *l.* shall be raised under the Imperial Guarantee in virtue of the offer contained in the above memoranda, the railway between Truro and the Bend, and the works constructed thereupon by the Lower Provinces, shall (as far as Her Majesty's Government is concerned) be considered to form part of the railway on which the loan of 3,000,000 *l.* is to be expended, and that his Grace sees no reason for requiring any change in that part of the memoranda which declares that 5-12ths of the loan shall be chargeable against Canada, 34-12ths against Nova Scotia, and 34-12ths against New Brunswick.

The further question, what part of that sum of 3,000,000 *l.* should be paid over to New Brunswick and Nova Scotia in consequence of the works effected by them without the concurrence of Canada, will be mainly a question for the Provincial Governments, in which it must be understood that Her Majesty's Government is not to be involved. But the Imperial Government, before being party to any such payment in respect of this section of the railway, must have sufficient security that the whole scheme will be prosecuted with effect.

It is scarcely necessary to observe, that this assurance is given merely for the purpose of providing (as far as Her Majesty's Government is concerned) that New Brunswick and Nova Scotia shall not be prejudiced by commencing the railway in anticipation of a final arrangement (if such arrangement should ever take effect), and is not to be construed as in any way varying or keeping alive, or extending that arrangement, or as imposing on the Imperial Government any liability to assist in the construction of the shorter line now contemplated, whether by way of guarantee or otherwise, except in pursuance of the offer of December 1862 and January 1863. Therefore, no claim whatever is to be made on the Imperial Government, unless the old project is carried into execution; and if the offer of 1862-3 should fall to the ground, this assurance will, of course, fall with it. It must also be understood, that the present correspondence is not to affect the right of the Home Government to determine for itself at what period the offer of 1862-3 shall be held to be cancelled by the failure of the Canadian Government to fulfil the first of the proposed conditions, viz., that of submitting immediately to the Colonial Legislature the Bills required for carrying that offer into effect.

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CORRESPONDENCE RELATIVE TO

I am to add, however, that Her Majesty's Government consider that offer as still subsisting, but would certainly cease to do so unless a definite arrangement were made, and the necessary colonial laws passed within five years of the date of the first memorandum, i.e., before December 1867.

I am, &c.

E. W. Watkin, Esq.

Fleming's Hotel, Chorges-street, W.,

7 July 1868.

My Lord Duke,
I VENTURE to submit the following observations on the points adverted to by your Grace in person, as those in respect of which some explanation might with propriety be offered:—

First, touching the vagueness of the definition in speaking of the line submitted for the approval of Her Majesty's Government as the Bay of Chaleurs Line.

This term has been applied to indicate the route surveyed by Major Robinson in 1848 (and which in its general course follows the course of the Gulf of St. Lawrence), in consequence of its being used in the telegraphic message sent by your Grace to the Governor General of Canada in May last, and because a junction with the Bay of Chaleurs is incompatible with the adoption of the frontier route or any practicable central route.

I may now add, by way of supplement to my letter of the 1st inst., that the line submitted by the Canadian Government for your Grace's approval is understood to be the Robinson route, as contra-distinguished from the frontier or central route, subject of course to any such local modifications and changes in its location as more minute examination may show to be advantageous.

I would therefore presume to suggest, in approving of the line, your Grace, for the sake of greater certainty, might designate it as that following the general line of the route surveyed by Major Robinson, and indicated in his report laid before Parliament in January 1849, touching at the Bay of Chaleurs, and thence proceeding to Truro, in Nova Scotia, in such a course as may be shortest and best, and as may offer the greatest engineering advantages, touching, where practicable and consistent with these conditions, at any points in the Gulf of St. Lawrence which it may approach. The approval in such terms would seem to overcome any difficulty arising from the communication being made by telegraph, since your Grace would have thus defined with precision the line recommended in general terms by the Government of Canada.

That Government cannot, of course, proceed to construct any other line than the one approved of, and it would seem to be unimportant whether the adoption of it by the Government of Canada take place before or after the approval by Her Majesty's Government. As it is of the greatest moment that no time should be lost in making the financial arrangements, and as my public duties require my immediate return to Canada, I trust I may be pardoned if I express the hope that your Grace may find it not incompatible with your public duty to give the necessary sanction at the present time.

I transmit for the information of your Grace, the copy of a letter which Mr. Fleming, the engineer by whom the first surveys have been made, has addressed to me, showing that it is impossible that any more complete definition of the line can be given at the present time.

On the second point, relating to any supposed contracts for particular sections of the work, I desire, with the greatest respect, to repeat the objections I have already made to imposing these contracts in any way on the Commission appointed to carry out the works. These objections are, if possible, strengthened by a communication which I have received from Mr. Fleming since I addressed your Grace on the subject, and a copy of which communication I enclose for your information.

I cannot but feel assured that your Grace will consider the scope of duty devolving on Her Majesty's Government by the Act of Parliament to be limited to an approval of the general line of the route to be followed, and will leave to the commissioners for the work, the duty of determining whether or not it be in the public interest to avail themselves of any pre-existing arrangements for its partial execution.

Trusting that these explanations may be sufficiently satisfactory to enable your Grace to give the necessary reference to the Commissioners of Her Majesty's Treasury, in order that the Canadian Government may have the advantage of making their financial arrangements at the present moment, which is so favourable for that operation.

I have, &c.
(signed) John Rose.

INTERCOLONIAL RAILWAY LOAN, &c.

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(Copy.)

The Honourable John Rose, Minister of Finance, Canada.

No. 2, Montagu-street, Russell-square,
London, July 1868.

Sir,

I AM unable to find a copy of my letter to Sir John A. Macdonald, which you inquired for, relative to the estimated cost of the whole length of the Intercolonial Railway; I enclose, however, at your request, a copy of my Report to the Minister of Public Works, on that portion of the line between Moncton and Amherst.

In my report on the exploratory surveys of 1864, I ventured to give \$20,000,000 as the probable total cost of the Intercolonial Railway. The information which I have since acquired in the maritime provinces convinces me that this estimate is not only sufficient, but that with very good management it is quite possible to complete the main line between Truro and Rivière du Loup, and also the projected branch from Bathurst to , for the sum named.

If, however, the line be twisted and warped from the best position to serve private and local interests, it will not be possible to form any reliable estimate of what the expenditure will ultimately come to. It appears necessary that I should allude to this in expressing, at your request, an opinion as to the sufficiency of the appropriation for the construction of the railway, because at the only point where the question of location has practically arisen as yet, viz., between Moncton and Amherst, the line advocated by the local authorities, and adopted by a contracting firm, is not only less favourable in an engineering point of view, but is actually from 21 to 35 per cent. longer than the line which ought to be constructed.

I have, &c.
(signed) Sandford Fleming.

Mr. Fleming to Mr. Rose.

(Copy.)

INTERCOLONIAL RAILWAY.

London, 7 July 1868.

Sir,

REFERRING to our conversation this morning, allow me to remark :

It would not be possible to furnish plans and sections of the Intercolonial Railway, as it may finally be built, for a very long time. Railway surveys are very laborious operations in a wild wooded country. In England, the Ordnance surveys enable engineers very readily to define the line of a projected railway, but in a country like Canada, where no such surveys exist, the best position for the railway can only be ascertained after repeated trials and laborious surveys. After the work is commenced desirable changes and improvements in the location are frequently made in a wild country, and it would not, in my opinion, be wise to define the line so exactly that no such changes could be made.

With regard to the name of the route selected for the Intercolonial Railway, it has been designated "Major Robinson's Line," "The North Shore Line," and "Bay Chaleurs Route" (No. 15). It is, probably, best known as "Major Robinson's Line," but as the expression—*line*, might be taken to mean the exact line laid down by Major Robinson on the plans furnished by that gentleman, and which plans do not profess to be more than the results of a rough exploratory survey, and the line shown thereon as a possible railway line, it would, perhaps, be wise to define the route for the railway so as to avoid any misconceptions. I would suggest, therefore, that the route be described generally as follows :—

The shortest and best line that can be found from the existing railway at Rivière du Loup to the Bay Chaleurs by the River Matapédia, and from the Bay Chaleurs to the existing railway at Truro, in Nova Scotia. The general designation of this intended line to be "The Bay Chaleurs Route."

On an examination of the map it will be found that a line touching the Bay Chaleurs, as above described, cannot be taken to mean a central or a frontier line, and that it is, in fact, substantially the route indicated by Major Robinson in his report laid before Parliament.

Referring to my report to the Minister of Public Works, dated 15th May last, on the location of that portion of the line between Moncton and Amherst, and also to my letter of yesterday, addressed to you on the same subject, I consider it my duty again to submit that within the limits of the route above defined, the railway should be located, as far as it is possible to do so, on that line which presents the most favourable engineering features, and subserves in the highest degree the general interests of the Dominion. If, on the contrary, other interests are too largely consulted, it will probably be discovered, when too late, that a large and useless expenditure has been incurred in constructing a railway proportionately expensive to maintain and operate.

I have, &c.
(signed) Sandford Fleming.

To the Honourable John Rose,
Minister of Finance, Canada.

(Copy.)

Sir,
I AM in receipt of your note of yesterday's date, intimating that Messrs. Clark & Punchard propose calling here to-morrow morning at 10.30.
I regret that I have engagements on that day from which I cannot escape, but if they wish to see me I shall be ready to make an appointment for a future date.

Yours, &c.
(signed) John Rose.
T. H. Webb, Esq.,
5, Westminster Chambers, Victoria-street, W., London.

Messrs. Edwin Clark, Punchard & Co.

Gentlemen,
London, 11 July 1868.
I HAVE to acknowledge your letter of yesterday's date, with the accompanying statements on the subject of certain works in the Provinces of Nova Scotia and New Brunswick.
I think it right to say, in order that misapprehension may not arise in future, that I have no authority whatever to come to any arrangements respecting these contracts, nor should I feel myself warranted in even expressing an opinion which might influence your action with reference to the subject-matter of your communication.
While it is due to you, as a matter of courtesy, that I should meet you and hear your representations, I trust you will understand that I can do no more than give respectful attention to your statements.

Yours, &c.
(signed) John Rose.

Sir,
Downing-street, 22 July 1868.
I AM directed by the Duke of Buckingham and Chandos to acknowledge your letters of the 1st and 7th instant, supplying information bearing on the choice of the line of railway to be constructed between Rivière du Loup and Truro, in order to complete the Intercolonial Railway.
The Duke of Buckingham and Chandos received with much satisfaction a telegraphic message from the Governor General, by which it appears that the Bay of Chaleurs Line has been selected by the Canadian Government. Her Majesty's Government readily acquiesce in this selection, as you will learn from the despatch to Viscount Monck, of which a copy is annexed.

I am, &c.
(signed) I. G. Elliot.

(Canada—No.—)

The Duke of Buckingham to Viscount Monck.

My Lord,
Downing-street, 22 July 1868.
I HAVE received your Lordship's telegraphic message that the route by Bay of Chaleurs has been selected by the Canadian Government as the one to connect Truro with Rivière du Loup, and thus complete the Intercolonial Railway.
I understand three routes to have been under the consideration of the Government of Canada, namely, one crossing the St. John River, either at Woodstock or Fredericton; the second in a more central direction, through New Brunswick; and the third following the line selected by Major Robinson in 1848.
The route crossing the St. John River, either at Woodstock or Fredericton, is one to which the assent of Her Majesty's Government could not have been given. The objections on military grounds to any line on the south side of the St. John River are insuperable. One of the main advantages sought in granting an Imperial guarantee for constructing the railway would have been defeated if that line had been selected.
The remaining lines were the Central Line and that following the general course of route surveyed by Major Robinson; and Her Majesty's Government have learned, with much satisfaction, that the latter has been selected by the Canadian Government. The communication which this line affords with the Gulf of St. Lawrence at various points, and its remoteness from the American frontier, are conclusive considerations in its favour, and there can be no doubt that it is the only one which provides for the national objects involved in the undertaking.

I have, &c.
(signed) Buckingham & Chandos.
Governor,
The Right Honourable Viscount Monck.
&c. &c.

INTERCOLONIAL RAILWAY LOAN, &c.

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(Intercolonial.)

Sir,

Fleming's Hotel, 11 July 1868.

I HAVE the honour to transmit herewith certain documents on the subject of the proposed loan for construction of the Intercolonial Railway, to be guaranteed by the Commissioners of Her Majesty's Treasury, under the authority of "The Canadian Railway Loan Act, 1867."

In the terms of the Act of the Canadian Parliament, as well as the proposed line of railway having been approved by Her Majesty's Government, it now only remains for the Commissioners of Her Majesty's Treasury, to convey their sanction to the conditions of the loan, as detailed in enclosures A. & B., and to approve of the form on which it is suggested the guarantee of Her Majesty's Government may be evidenced.

I have prepared for facility of reference a brief statement (Enclosure, No. 1) of the several Acts of Parliament, and of the communications which have taken place on this subject, to which I would respectfully crave your attention.

I shall be happy to give any further information which may be desired; and as my public duties require my return to Canada as speedily as possible, I trust I may be pardoned if I express the hope that I may be favoured with an early communication of the views of Her Majesty's Government on the subject of the enclosed.

I have, &c.

(signed) John Rose.

The Right Hon. S. E. Hunt,
Chancellor of the Exchequer, &c. &c.

Canada Intercolonial Railway Loan.

(Copy.)

THE Canadian Railway Loan Act authorised the Commissioners of Her Majesty's Treasury to guarantee, in such manner and form as they think fit, payment of interest, not exceeding 4 per cent. on any principal sum not exceeding 3,000,000 *l.* sterling, to be raised by the Government of Canada, for the purpose of constructing the Intercolonial Railway, on condition that Canada should pass an Act, providing:—

1st. For the construction of railway; for its use by Her Majesty's troops; and, provided the line should be approved by a Secretary of State.

2nd. That the Canadian Act should provide, to the satisfaction of the Commissioners of Her Majesty's Treasury, for the raising and expending by Canada of the 3,000,000 *l.* on the railway; for creating a sinking fund, and for making the loan and sinking fund charges in a specified order on the revenue of Canada; for the appointment of trustees to manage the sinking fund; and, lastly, for raising such further sum, on the sole credit of Canada, beyond the 3,000,000 *l.*, as might be necessary to complete the line.

The Canada Act has complied with all three conditions, and authorised the raising of 1,000,000 *l.* sterling, beyond the 3,000,000 *l.* guaranteed by the Imperial Government, and has been approved of by Her Majesty's Principal Secretary of State for the Colonies.

The line has also been approved of by the Colonial Secretary; and Thomas Baring, Esq., M.P., and George Carr Glyn, Esq., M.P., have been named trustees by Canada, for the management of the sinking fund.

The Canadian Act provides that the work shall be performed and the money expended by a commission, named by the Canadian Government; and it is intended that operations shall be prosecuted by them as rapidly as possible.

Canada now proposes to put a portion of the loan on the market, and after consultation with Messrs. Baring Brothers & Co., and Messrs. Glyn, Mills, Currie, & Co., the financial agents of the Dominion in London, the terms specified in the annexed paper are suggested as those on which it should be offered to the public.

It will be perceived that it is proposed that the bonds for that portion of the loan which is guaranteed by the Imperial Government should, when issued, be countersigned on the part of Her Majesty's Government in the same form as was adopted in 1855 in the case of the Turkish Loan guaranteed by Her Majesty and the Emperor of the French.

The approbation of the Commissioners of Her Majesty's Treasury is necessary before preparing the form of bond to be issued by the Government of Canada, which is also annexed, as well as the proposed terms of loan, and the form in which the guarantee is to be evidenced, and it will be requisite that the financial agents of the dominion or the Minister of Finance should receive the Commissioners' authority to grant the interim receipts embodying the undertaking, for the countersignature on the part of Her Majesty's Government to the bond when issued.

(signed) John Rose.

INTERCOLONIAL LOAN.

1st. It is proposed that of the intercolonial loan of 4,000,000*l.* sterling, the present issue shall be for two millions, three-fourths of which to be raised on the guarantee of the Imperial Government, and one-fourth on the bonds of Canada without such guarantee.

2nd. The bonds will be redeemable in 35 years; a sinking fund of 1 per cent. per annum will be provided for the redemption of the Imperial portion and the ordinary sinking fund already existing for the redemption of the consolidated debt of Canada will be applicable for the Canadian bonds.

3rd. The loan will be payable to the subscribers by the following instalments, with the liberty to anticipate the rebate of interest at the bank rate.

4. Form of bond, to be prepared for approval of Treasury, who will authorise Messrs. Baring & Co., and Messrs. Glyn, Mills, Currie, & Co., to grant interim certificates on payments made previous to completion of bonds.

5. Loan to be offered to public by tender, and minimum price to be fixed, and placed in the hands of the Governor of the Bank of England.

Issue of 1,500,000 *l.* Canada Bonds, bearing 4 per cent interest, and guaranteed by the Imperial Government of the United Kingdom, under the authority of the Act of 30 Vict., c. 16, being one moiety of the loan authorised by that Act; and of 500,000 *l.* 5 per cent. Bonds of the Government of Canada, being also a moiety of the loan of 1,000,000 *l.* authorised by the Act of the Parliament of Canada, passed on the 21st of December 1867, for the construction of the Intercolonial Railway.

Messrs. Baring Brothers & Co., and Messrs. Glyn, Mills, Currie, & Co., are authorised by the Minister of Finance of the Dominion of Canada to receive at the office of the former firm, No. 8, Bishopsgate-street Within, on Thursday, the 23rd instant, between the hours of one and two o'clock of the day, sealed tenders for

1,500,000 *l.* Canada 4 per Cent Bonds, guaranteed by the Imperial Government of the United Kingdom, and to be repaid on 1st October 1903, as per form of Bond annexed.

And 500,000 *l.* Canada 5 per Cent. Bonds, of the form and tenor annexed, to be repaid also on the 1st October 1903.

All these bonds will bear interest from 1st July 1868. A dividend for three months will be paid on 1st October, and the dividends will thenceforth be payable half-yearly, on 1st April and 1st October of each year, as per coupons.

The above-mentioned sealed tenders may be for the whole or part of 2,000,000 *l.*, in the proportion of three quarters of guaranteed bonds, and one quarter of ordinary 5 per Cent. Canada Bonds; and no tender will be admitted which does not comply with this condition, namely, stating one price for the two stocks united.

The Minister of Finance of Canada will deliver to the partners present of Messrs. Baring Brothers & Co. and Messrs. Glyn, Mills, Currie, & Co., a sealed paper containing the minimum price at which he will sell the above-mentioned 2,000,000 *l.* bonds, and those partners will then open the tenders and allot the bonds to the highest bidder or bidders *pro rata*, according to the price offered. The sealed paper will only be opened in case the Minister of Finance declares that the whole amount has not been tendered at or above his minimum.

Neither Messrs. Baring Brothers & Co., nor Messrs. Glyn, Mills, Currie, & Co., will make any tender.

Upon allotment, a payment of 20 per cent. will be required, and the subsequent instalments must be paid at the office of Messrs. Baring Brothers & Co., or Messrs. Glyn, Mills, Currie, & Co., or, in default, the previous payments will be forfeited.

Twenty-five per cent. on the 13th of October 1868.

Twenty-five per cent. on the 12th January 1869.

And the balance on 13th April 1869.

Payment of these instalments may be made in full, on any of the above days, under discount at the then existing Bank of England minimum rate of discount.

Script receipts will be issued without delay, and bonds of 1,000 *l.*, 500 *l.*, or 100 *l.*, will be delivered in exchange as soon as practicable.

London, 18 July 1868.

(Form of Guaranteed 4 per Cent. Bond.)

CANADA.

UNDER the authority of an Act of the Parliament of Canada, passed on the 21st December 1867, entitled "An Act respecting the Construction of the Intercolonial Railway," this Debenture entitles the bearer, on the 1st October 1903, to the sum of

of lawful money of Great Britain, being part of the sum of 3,000,000 *l.* raised under

under the authority of the said Act, the said principal sum to be paid in London, at the banking-houses of Messrs. Baring Brothers & Co., and of Messrs. Glyn, Mills, Currie, & Co., and to interest thereon, until repayment of the principal, at the rate of 4 per cent. per annum, payable half-yearly, at the banking-houses of Messrs. Baring Brothers & Co., and of Messrs. Glyn, Mills, Currie, & Co., in the City of London, on presentation of the proper coupon for the same as hereunto annexed, namely, 2 per cent on the 1st April, and 2 per cent. on the 1st October in each year; the said principal sum, and the interest thereon, being charged on the Consolidated Revenue Fund of Canada, immediately after the charges specifically made thereon by sections 103, 104, and 105 of "The British North America Act, 1867." And whereas, under the authority of an Act of the Imperial Parliament of the United Kingdom of Great Britain and Ireland, passed in the 30th year of Her Majesty's reign, chapter 16, the Commissioners of Her Majesty's Treasury are authorised to guarantee, in such manner and form as they think fit, payment of interest at a rate not exceeding 4 per cent. per annum on any principal money, not exceeding 3,000,000 £, to be raised by way of loan, by the Government of Canada, for the purpose of the construction of the railway; and are further authorised to cause to be issued from time to time out of the Consolidated Fund of the United Kingdom, or the growing produce thereof, any money required for giving effect to such guarantee, and the said Commissioners of Her Majesty's Treasury having accordingly guaranteed the due payment of such interest, such guarantee is testified, so far as relates to the interest on the amount of this debenture, until payment thereof, by the signature hereto of the undersigned, duly appointed by the warrant of the said Commissioners for such purpose.

(Form of Canada 5 per Cent. Bond.)

DOMINION OF CANADA.

THE Government of Canada hereby acknowledges to be indebted to the bearer in the sum of pounds sterling, being part of the sum of 1,000,000 £, sterling, to be raised in virtue of an Act of the Parliament of Canada, passed on the 21st December 1867, entitled "An Act respecting the Construction of the Intercolonial Railway," which sum the said Government undertakes to pay on the 1st October 1903, at the offices of Messrs. Baring Brothers & Co., and Messrs. Glyn, Mills, Currie, & Co., in the City of London, in England, with interest in the meantime, from the 1st July 1868, at the rate of 5 per cent. per annum, such interest being payable half-yearly, on the 1st days of October and April in each year, at the same place, on presentation of the proper coupons as hereunto annexed.

The principal and interest of the above sum are chargeable on the Consolidated Revenue Fund of Canada under the authority of the above Act, and a sum equal to 1 per cent. of such principal sum will be set apart yearly, and invested for the redemption of such portion of the aforesaid loan as may be issued.

FORM OF TENDER for 1,500,000 £, Canada 4 per Cent. Bonds, guaranteed by the Imperial Government of the United Kingdom, and 500,000 £, Canada 5 per Cent. Bonds.

hereby tender for a sum of £ nominal capital, three-fourths in Canada 4 per Cent. Guaranteed Bonds, and one-fourth in Canada 5 per Cent. Bonds at the price of per cent., and engage to accept the above sum, or any portion thereof, which may be allotted to the deposit thereon of 20 per cent., and the subsequent instalments as they become due, in conformity with the terms of your circular of the 18th instant.

London, July 1868.

Name.
Address.

To Messrs. Baring Brothers & Co.
To Messrs. Glyn, Mills, Currie, & Co.

Sir,

Treasury Chambers, 15 July 1868.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, that the Chancellor of the Exchequer has laid before them the letter which you addressed to him on the 11th instant, on the subject of the loans to be raised by the Government of Canada, for the purpose of the construction of a railway connecting Quebec and Halifax, under the provisions of the Act 30 Vict. c. 16, together with the statement enclosed in your letter, showing the substance of the terms and conditions on which it is proposed to raise the said loans (marked A), and also the form of bond or debenture (marked B), upon which it is suggested that the guarantee of Her Majesty's Government should be given for the payment of interest at the rate of 4 per cent. on a loan of 3,000,000 £, in accordance with the provisions of the aforesaid Act.

In the reply to this Letter the following number should be quoted: 11,112.00.

272—1.

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I am

CORRESPONDENCE RELATIVE TO

I am desired by my Lords to acquaint you that their Lordships have no objection to offer to the terms and conditions proposed for raising these loans in accordance with Statement A (copy of which is enclosed); and that they are prepared to guarantee interest at the rate of 4 per cent. on a loan of 3,000,000 *l.*, in accordance with the form of bond or debenture marked B, copy of which is also enclosed.

I am further to acquaint you that my Lords have appointed Mr. G. A. Hamilton, the Permanent Secretary of this Board, to act for them and in their name, for the purpose of guaranteeing the interest on the loan of 3,000,000 *l.*, as provided by the before-mentioned Act. And I am to add that it will be necessary that each bond or debenture should be forwarded to this department, in order that his signature may be affixed thereto.

I am, &c.
(signed) G. Selater-Booth.

(A.)

ISSUE of 1,500,000 *l.* Canada Bonds, bearing 4 per cent. interest, and guaranteed by the Imperial Government of Great Britain, under the authority of the Act of 30 Vict. c. 16, being one moiety of the loan authorised by that Act, and of 500,000 *l.* 5 per Cent. Bonds of the Government of Canada, being also a moiety of the loan of 1,000,000 *l.* authorised by the Act of the Parliament of Canada, passed on the 21st of December 1867, for the construction of the Intercolonial Railway.

Messrs. Baring Brothers & Co., and Messrs. Glyn, Mills, Currie, & Co., are authorised by the Minister of Finance of the Dominion of Canada, to receive at the office of the former firm, No. 8, Bishopsgate-street Within, on between the hours of 11 and 12 o'clock of the day, sealed tenders for 1,500,000 *l.* Canada 4 per Cent. Bonds, guaranteed by the Imperial Government of Great Britain, and to be repaid at the end of 35 years, say, on 1st July 1903, as per form of bond annexed, and 500,000 *l.* Canada 5 per Cent. Bonds of the form and tenor also annexed, and for which a sinking fund of 1 per cent. per annum will be provided. All these bonds will bear interest from July 1868, and the dividends will be payable half-yearly, on and of each year, as per dividend warrants.

The above-mentioned sealed tenders may be for the whole or part of 2,000,000 *l.*, in the proportion of three-quarters of Guaranteed Bonds, and one-quarter of ordinary 5 per Cent. Canada Bonds, and no tender will be admitted which does not comply with this condition.

The Minister of Finance of Canada will deliver to the partners present, of Messrs. Baring Brothers & Co., and Messrs. Glyn, Mills, Currie, & Co., a sealed paper containing the minimum price at which he will sell the above-mentioned 2,000,000 *l.* bonds, and those partners will then open the tenders, and afterwards the Minister's sealed paper, and allot the bonds to the highest bidder or bidders, *pro rata*, according to the price offered.

Neither Messrs. Baring Brothers & Co., nor Messrs. Glyn, Mills, Currie, & Co., will make any tender.

Upon allotment a payment of per cent. will be required, and the subsequent instalments must be paid at the office of Messrs. Baring, Brothers & Co., or Messrs. Glyn, Mills, Currie, & Co., as follows, or in default the previous payments will be forfeited.

Payment of these instalments may be made in full on any of the above days under discount, at the Bank of England minimum rate of discount.

Scrip receipts will be issued without delay, and bonds of 1,000 *l.*, 500 *l.*, or will be delivered in exchange as soon as practicable.

(Copy.)

Sir,

London, 16 July.

I HAVE the honour to acknowledge receipt of your communication of the 15th instant, informing me, by direction of the Lords Commissioners of Her Majesty's Treasury, that their Lordships have no objection to offer to the proposed mode of raising the loan for the construction of the Intercolonial Railway, and that they are prepared to guarantee interest on the sum of 3,000,000 *l.* sterling, in the manner stated in your letter, and that Mr. G. A. Hamilton, the Permanent Secretary of the Board, has been appointed to sign the bonds when forwarded to the department.

Permit me, in reply, to express my grateful acknowledgments, both on my own part, and on behalf of the Government of Canada, for the great courtesy and promptitude which the Chancellor of the Exchequer, and the Lords Commissioners, so kindly evinced in the course of the recent negotiations, and for their readiness to meet the wishes of the Government of Canada.

The bonds will be forwarded in accordance with your instructions to the Secretary of the Treasury as soon as received from Canada, through Messrs. Baring Brothers & Co., and Messrs. Glyn, Mills, Currie, & Co., the financial agents of the dominion in England, and will be countersigned by one or other of those firms in evidence of their genuineness.

I have, &c.
(signed) John Rose.

INTERCOLONIAL RAILWAY LOAN, &c.

11

Messrs. Baring Brothers & Co.
Messrs. Glyn, Mills, Currie, & Co.

Gentlemen,

London, 18 July 1868.

REFERRING to the communications which have taken place between us during the last fortnight, on the subject of the Intercolonial Railway Loan, I have now the honour to enclose the copy of a letter from the Lords Commissioners of Her Majesty's Treasury, approving of the terms suggested in the course of our recent interviews, and of the form in which the guarantee of the Imperial Government shall be given.

I have, accordingly, to request that you will be good enough to take the necessary measures for placing the loan upon the market, in the terms stated in the enclosed draft of prospectus, and form of bond attached thereto. The bonds themselves will be prepared in Canada, in such amounts as you may indicate, and will be transmitted to you with the least possible delay.

I should be glad to be apprised of the result of your views on the question of commission, which has been discussed between us, and which you informed me would not, in any case, exceed the customary charge for similar operations on behalf of other foreign Governments, nor what, under the circumstances, would be a proper and reasonable remuneration for agency.

On the subject of investing the instalments that may be made, I have only to repeat the instructions already verbally expressed, that you will obtain the best rate of interest compatible with perfect security and immediate convertibility. The Indian Stock held as a sinking fund for the last instalments of the former loan on the Imperial guarantee, may, I presume, be considered of that character, and I will be glad if you will make arrangements with Commissioners, in whose control it is, for the retention of that stock, by your paying the balance of the loan, on its maturity, out of the money to be raised by the present operation.

I have, &c.

(signed) John Rose,
Minister of Finance, Canada.

Sir,

London, 28 July 1868.

WE have delayed our reply to the letter, which you have done us the honour to address to us, under date of the 18th instant, until the conclusion of the negotiation of the loan for the Dominion of Canada, in order to reply at once more positively to its several contents, and you will allow us now to commence by congratulating you, and by expressing our own sincere satisfaction, on the result of the tenders on 23rd instant, which have proved to be so favourable to the interests and credit of your Government.

The conditions on which the loan was offered to the public were in conformity with the official sanction of Her Majesty's Treasury, and with the instructions contained in your letter; and we observe with pleasure that the greatest possible expedition will be insured for the transmission to us here of the necessary bonds from Canada, since, for the satisfaction of the subscribers, it is most desirable that delay in their delivery should, as much as possible, be avoided.

With regard to the commission which our two firms will charge upon this operation, we are influenced, not only by the wishes for economy which you have personally expressed to us, but by our own desire to render the proceeds of the loan as advantageous as possible to the dominion, in agreeing that a commission of 1 per cent. on the nominal amount, and not on the actual sum received, 20,000*l.* between our two firms, should cover, not only our own remuneration for the agency, and responsibility of the transaction, but should also relieve the Government from all the incidental charges of legal expenses, advertisements, printing here, and other petty disbursements, so that the only additional expense for which the dominion will be liable will be the stamp duty required by the British Government; and we shall charge no additional commission for any purchases of stock which we may be required to make for the future employment of the sinking fund. Without entering into details, we must add, that the commission we now charge is much below that usually adopted for the agency in the negotiation of any foreign loan.

We take note of our instructions, that we should obtain for the temporary employment of the money to be received by us, the best rate of interest compatible with perfect security and immediate convertibility; but we regret that, in the present state of the money market, and consistently with these conditions, we cannot credit this account with a higher rate of interest than 1 per cent. per annum, whilst we assure you that we shall avail of any improvement in the value of money to afford to the Government such increased advantages as opportunities may allow.

With regard to the Indian Securities to which you allude, they are not under our control, and we must await your further powers and instructions; but we take due note of your order to us to pay the balance, when due, of the former guaranteed loan of Canada, which will be regularly complied with.

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CORRESPONDENCE RELATIVE TO

It only remains with us to repeat the assurance of our anxiety to devote our services in every way to the advancement of the credit and prosperity of the Dominion of Canada, and to renew to you the expression of the personal respect with which

We have, &c.
(signed) *Baring Brothers & Co.*
Glyn, Mills, Currie, & Co.

Messrs. Baring Brothers & Co.
Messrs. Glyn, Mills, Currie, & Co.

Gentlemen,

London, 29 July 1868.

IN acknowledging your letter of yesterday's date, in reply to mine of the 18th instant, permit me to convey my cordial acknowledgments to your respective firms for the satisfactory manner in which the recent operations connected with the Intercolonial Loan were carried out by you, and to say I feel assured the Government of Canada recognise in the anxiety you evinced to make it successful, a practical evidence of the interest which you express in the future prospects and credit of the dominion.

I trust that the occasion which has arisen, of bringing its resources and character before the public, with your co-operation (on which I feel assured Canada may at all times rely), tend to place its securities and credit as high as those of the most favoured nations.

The charge which you make for commission, which you propose shall cover not only your ordinary remuneration for the agency and responsibility of the transaction, but all incidental charges of legal expenses, advertising, printing here, and petty disbursements, is satisfactory; and I have to express my thanks for your consideration in waiving the important item of commission in connection with the future management of the Sinking Fund.

I note your assurance, that you will avail of any improvement in the value of money, to obtain for the Government such rate of interest as opportunity may allow. Meanwhile be pleased, out of the first instalments, to extinguish the amount standing at the debit of the province, with your respective firms.

I have communicated with the Treasury on the subject of the Indian Securities; and I will thank you to redeem the balance of the former loan at maturity, and to intimate to Her Majesty's Government that you will be prepared to do so out of funds in deposit with you.

Will you be kind enough to furnish me with a list, under your signatures, of the bids for the loan, and also to apprise me, as soon as possible, of the number of bonds for the respective amounts of 1,000 £, 500 £, and 100 £, which you wish sent over.

I beg to thank you for the kind expressions at the close of your letter, and to acknowledge very cordially the uniform courtesy and kindness which you have extended to me in common with all my predecessors in official intercourse with you.

I have, &c.
(signed) *John Rose,*
Minister of Finance, Canada.

INTERCOLONIAL RAILWAY LOAN, &c.

13

LIST OF TENDERS FOR INTERCOLONIAL LOAN.

	£.	£. s. d.		£.	£. s. d.		£.	£. s. d.
1	10,000	104 5 -	83	10,000	104 10 -	172	3,000	104 5 -
2	10,000	104 2 6	84	16,000	101 11 -	173	3,000	104 - -
3	300,000	103 - -	85	5,000	101 11 -	174	3,000	103 15 -
4	1,250	102 15 -	86	4,000	102 11 -	175	3,000	103 15 -
5	400	104 - -	87	1,000	102 11 -	176	3,000	100 - -
6	2,000	101 11 6	88	4,000	101 1 -	177	50,000	105 2 6
7	2,000	103 2 6	89	1,000	101 2 6	178	2,000	103 - -
8	2,000	102 12 6	90	4,000	103 2 6	179	300	104 - -
9	4,000	104 7 6	91	4,000	104 11 -	180	500	103 - -
10	4,000	103 2 6	92	10,000	102 - -	181	400	101 1 6
11	20,000	104 16 -	93	100,000	104 2 6	182	6,000	101 11 -
12	2,000	104 1 -	94	20,000	100 13 -	183	4,000	103 - -
13	5,000	104 6 -	95	400	95 - -	184	10,000	102 - -
14	2,000	104 1 -	96	1,200	104 15 -	185	5,000	105 1 -
15	2,000	104 1 -	97	1,200	105 5 -	186	5,000	104 11 -
16	2,000	103 - -	98	5,000	102 - -	187	5,000	102 15 -
17	2,000	102 - -	99	400	104 - -	188	10,000	103 3 6
18	2,000	101 - -	100	4,000	102 10 -	189	2,000	103 2 - -
19	2,000	105 1 -	101	4,000	102 12 -	190	10,000	105 11 -
20	75,000	105 1 -	102	3,000	103 - -	191	8,000	102 5 8
21	100,000	104 2 6	103	5,000	104 5 -	192	1,000	105 5 -
22	8,000	105 6 -	104	5,000	103 15 -	193	1,000	104 2 6
23	4,000	105 6 -	105	5,000	103 10 -	194	3,000	101 3 -
24	50,000	105 1 -	106	5,000	103 17 6	195	5,000	103 6 -
25	38,000	102 10 -	107	4,000	102 10 -	196	5,000	103 12 -
26	8,000	105 3 -	108	4,000	103 10 -	197	5,000	104 1 -
27	4,000	100 1 -	109	2,000	104 - -	198	2,000	105 - -
28	5,000	104 2 6	110	100,000	103 - -	199	10,000	104 17 6
29	3,000	104 17 6	111	400	106 - -	200	10,000	105 5 -
30	5,000	103 2 6	112	400	103 - -	201	20,000	103 10 -
31	25,000	103 10 -	113	600	101 - -	202	50,000	102 10 -
32	15,000	104 - -	114	5,000	103 - -	203	38,000	104 7 6
33	25,000	105 10 -	115	50,000	105 - -	204	5,000	104 2 6
34	5,000	102 10 -	116	250,000	101 5 -	205	5,000	102 5 -
35	1,000	102 11 6	117	400	101 1 6	206	5,000	103 5 -
36	4,000	103 10 -	118	2,000	92 - -	207	5,000	103 5 -
37	4,000	103 - -	119	6,000	90 10 -	208	150,000	104 7 6
38	4,000	105 - -	120	100,000	103 15 -	209	3,000	95 12 6
39	4,000	104 10 -	121	4,000	100 - -	210	10,000	104 - -
40	4,000	104 - -	122	6,000	97 - -	211	60,000	103 - -
41	400	100 5 -	123	4,000	100 10 -	212	24,000	102 10 -
42	800	102 10 -	124	10,000	103 - -	213	20,000	103 - -
43	4,000	105 - -	125	2,000	103 - -	214	75,000	103 11 -
44	4,000	103 - -	126	2,000	102 - -	215	75,000	102 12 -
45	4,000	104 - -	127	800	104 - -	216	75,000	102 4 -
46	1,000	102 10 -	128	500	95 - -	217	10,000	104 8 -
47	6,000	103 5 -	129	100,000	101 15 -	218	10,000	104 10 -
48	5,000	103 11 -	130	10,000	101 10 -	219	10,000	105 5 -
49	20,000	104 7 6	131	10,000	102 - -	220	30,000	105 6 -
50	5,000	103 10 -	132	0,000	101 10 -	221	50,000	104 13 -
51	3,000	104 10 -	133	2,000	145 10 -	222	100,000	103 11 6
52	1,000	103 2 6	134	50,000	103 5 -	223	5,000	100 - -
53	1,000	103 12 6	135	3,000	103 11 -	224	12,000	104 5 -
54	50,000	103 18 -	136	2,000	103 10 -	225	12,000	103 15 -
55	5,000	103 1 -	137	2,000	103 10 -	226	1,000	101 5 -
56	5,000	103 15 -	138	30,000	102 - -	227	2,000	102 5 -
57	5,000	103 17 6	139	2,800	101 11 -	228	4,000	102 15 -
58	5,000	103 15 -	140	3,000	101 6 -	229	2,000	103 5 -
59	9,000	100 - -	141	5,000	102 - -	230	10,000	96 5 -
60	4,000	100 5 -	142	10,000	103 - -	231	6,000	102 5 -
61	4,000	100 10 -	143	50,000	102 10 -	232	6,000	103 5 -
62	4,000	100 15 -	144	50,000	104 3 -	233	1,000	104 16 -
63	4,000	101 - -	145	38,000	101 17 6	234	8,000	102 5 -
64	5,000	103 12 6	146	34,000	102 12 6	235	8,000	103 5 -
65	4,000	104 5 8	147	19,200	103 13 -	236	200,000	104 - -
66	4,000	105 5 -	148	16,800	103 11 6	237	10,000	104 6 -
67	1,200	105 - -	149	4,800	104 3 -	238	20,000	104 1 3
68	10,000	103 17 6	150	50,000	104 3 -	239	6,000	104 5 -
69	10,000	104 7 6	151	10,000	104 17 6	240	20,000	104 10 6
70	1,500	100 - -	152	4,000	101 - -	241	30,000	105 6 -
71	10,000	104 11 -	153	5,000	103 - -	242	50,000	105 6 -
72	10,000	102 11 -	154	2,000	104 - -	243	10,000	105 1 3
73	10,000	105 11 -	155	5,000	103 - -	244	60,000	105 2 6
74	10,000	105 5 -	156	10,000	104 12 6	245	5,000	104 16 -
75	10,000	103 5 -	157	10,000	105 1 3	246	4,000	103 - -
76	20,000	101 5 -	158	10,000	105 10 -	247	5,000	104 3 -
77	10,000	104 5 -	159	2,000	104 1 -	248	6,000	105 6 -
78	20,000	104 - -	160	10,000	100 2 6	249	400	95 - -
79	5,000	101 - -	161	2,000	103 15 -	250	5,000	102 - -
80	5,000	103 - -	162	2,000	102 - -	251	20,000	104 17 6
81	10,000	104 5 -	163	5,000	104 15 -	252	800	104 7 6
82	1,000	95 - -	164	3,000	106 5 -	253	400	105 1 -
			165	20,000	104 6 -	254	7,500	105 4 -
			166	20,000	104 13 -	255	20,000	102 10 -
			167	10,000	104 19 -	256	50,000	104 - -
			168	10,000	105 1 -	257	20,000	104 15 -
			169	10,000	105 6 -	258	5,000	105 2 6
			170	8,000	104 15 -	259	10,000	103 12 6
			171	3,000	104 10 -	260	5,000	104 3 6

LIST of Tenders for Intercolonial Loan—continued.

	£.	£. s. d.		£.	£. s. d.		£.	£. s. d.
259	25,000	103 2 6	293	3,000	102 9 6	330	5,000	104 1 3
260	20,000	101 2 6	294	5,000	103 5 3	331	5,000	103 10 -
261	10,000	105 - -	295	100,000	105 6 -	332	10,000	103 - -
262	80,000	104 1 6	296	100,000	104 1 -	"	10,000	103 10 -
263	60,000	104 1 6	297	130,000	104 10 6	"	10,000	103 10 -
264	2,000,000	105 12 6	298	6,800	105 - -	"	10,000	103 15 -
265	1,000	104 10 -	299	10,000	104 12 6	"	10,000	104 - -
266	4,000	101 10 -	300	50,000	103 13 6	333	30,000	104 10 -
267	6,000	103 10 -	301	20,000	104 3 6	334	30,000	10 - -
268	2,000	104 - -	302	10,000	105 3 6	335	30,000	105 - -
269	2,000	105 10 -	303	5,000	102 10 -	336	30,000	106 10 -
270	20,800	102 - -	304	6,000	103 - -	315	4,000	195 17 6
271	50,000	102 10 -	305	5,000	104 10 -	290	30,000	106 1 6
272	10,000	104 - -	306	7,000	103 8 9	277	4,000	106 1 -
273	2,000	105 1 6	307	50,000	105 2 -	104	2,800	106 5 -
274	400	105 7 6	308	50,000	103 3 6	161	2,000	105 15 -
275	25,000	103 - -	309	10,000	103 15 -	101	400	106 - -
276	4,000	104 - -	310	20,000	104 10 -			
277	4,000	104 1 -	311	50,000	103 13 6		73,200	
278	4,000	105 1 -	312	20,000	104 3 6		1,926,800	105 12 6
279	4,000	106 1 -	313	10,000	105 3 6			
278	4,000	104 1 -	314	4,000	105 5 -		2,000,000	
7	2,000	104 12 -	315	4,000	105 17 6		739,650	
279	10,000	103 10 6	316	10,000	106 11 -		230,200	
280	100,000	104 10 -	317	20,000	104 11 6		504,300	
281	100,000	104 - -	318	30,000	103 16 -		700,500	
282	400	103 - -	319	30,000	103 11 -		507,800	
283	136,000	104 12 6	380	40,000	103 7 -		236,800	
284	70,000	104 2 6	381	50,000	102 12 7		918,000	
285	75,000	104 2 6	382	50,000	101 2 -		645,600	
286	10,000	105 1 3	323	50,000	104 10 -		2,552,800	
287	25,000	103 10 -	324	12,000	101 2 -		1,004,800	
288	3,000	102 10 -	325	20,000	104 10 -		911,000	
289	2,000	105 - -	326	5,000	104 3 9			
290	30,000	106 1 6	387	10,000	104 11 6		8,249,250	
291	20,000	103 15 -	328	10,000	102 5 -			
292	5,000	103 6 -	329	4,000	104 17 6			

The above is a list of the tenders for the Canadian Intercolonial Railway Loan, received 23rd July 1868.

(signed) *Baring Brothers & Co.
Glyn, Mills, Currie, & Co.*

Hon. John Rose, Minister of Finance.

Dear Sir,

Bank of Montreal, Montreal, 12 June 1868.

I HAVE to acknowledge the receipt of your letter of the 10th instant, referring to the heavy expenditures, on the part of the Government, pending the financial arrangements about to be made in London, and desiring a renewal of the loan from the bank of 2,500,000 dollars, maturing on the 30th instant, say 1,000,000 dollars for three months, to mature 30th September; and 1,500,000 dollars for six months, to mature 31st December next.

The bank is quite ready to meet the wishes of the Government, and will renew its loan in the manner you propose.

You are correct in the estimate of 500,000 dollars, available to the Government from the sales of Dominion Bonds, issued in connection with the export of American silver, as verbally reported, a sale of 500,000 dollars of bonds has been made to the Government of Ontario, and only awaits the sanction of an Order in Council from Toronto, to render the proceeds available to the Government of the dominion.

An account is being prepared of the recent silver operations, which I hope to furnish to-morrow.

Dear Sir,

Montreal, 24 August 1868.

I SHOULD be glad to know what arrangements the Bank would be willing to make respecting the loan of two and one-half millions of dollars, maturing on the 30th September and 31st December next, in case the Government should determine to anticipate the payment of any of the instalments.

It is probable that a considerable sum of money may be at the disposal of the Dominion, and I will thank you to say whether it will suit your arrangements to receive any, and what, sum in deposit in excess of the debt due to the bank, and what rate of interest the bank would be willing to allow on such deposits.

I should likewise feel obliged by your stating whether arrangements can be made, so that a credit of 500,000 *l.* sterling can be available to the Government at such time within the next 18 months, and in such sums as may be required for the purposes of the Intercolonial Railway.

In case the bank cannot meet the views of Government with reference to the repayment of the loan, or further deposits, I will thank you to say whether any arrangement can be made for the purchase of any, and what, amount of Dominion Stock, and on what terms.

Yours, &c.

(signed) John Rose.

E. H. King, Esq.,

General Manager, Bank of Montreal, Montreal.

Hon. John Rose, Minister of Finance, Ottawa.

Bank of Montreal, Montreal,

25 August 1868.

Dear Sir,

I BEG to acknowledge your letter of 24th instant. In the present state of the money market, the bank can find no profitable employment for the large sum of 2,500,000 dollars, and it would much prefer that the loans maturing for that amount should remain undisturbed until maturity.

The directors request me to say, however, that if it will be any advantage to the Government to deposit the sum of 2,500,000 dollars, with the understanding that it is to be supplied in payment of the loans at their maturity, the bank will allow interest thereon, at the rate of 4 per cent. per annum. And with reference to the inquiry whether an available credit for a similar amount, on say 500,000 *l.* sterling, can be arranged, I am desired to reply, that the directors will be quite willing, and entertain no doubt of their ability to make advances to the Government to that extent, within the next 18 months, if required, for the purpose of the Intercolonial Railway.

With respect to any further deposits of money, the directors are compelled to decline them at present, as they can see no outlet for their profitable employment, and in response to your last inquiry, they would suggest that such moneys be invested in the purchase of Dominion Stock, which can probably be obtained at a small discount, to the extent of 500,000 *l.* This would be a more advantageous than the present arrangement for the Government, and if there be no objection to the redemption of what is now a permanent loan, at 6 per cent. per annum, the directors would prefer to see a portion of the money intended for the repayment of their loan employed for that purpose, rather than in deposit with the bank, under present circumstances.

I remain, &c.

(signed) E. H. King,
General Manager.

Dear Sir,

Ottawa, 25 August 1868.

I HAVE to acknowledge your letter of the 25th instant, in reply to mine of the 24th.

The terms you name with reference to the deposit of the 2,500,000 dollars, and the application of that sum to the repayment of the bank loan, are satisfactory; and I have to express my acknowledgment to the bank for its readiness to meet the wishes of the Government, as well in that matter as in granting the credit of 500,000 *l.*, referred to in my letter.

The available bank balances in Canada will be required to meet maturing bonds and other engagements of the Government here, and payment of the 2,500,000 dollars will have to be made by exchange on our London agents.

I am apprehensive of the effect which throwing so large an amount of exchange on the market would have on the rate; and I will feel obliged by your favouring me with your opinion as to the quantity which the market here could absorb without causing a decline, and also on the expediency of having the bills drawn against a credit authorised by the Government in London, rather than by the Receiver General himself.

I will further thank you to say what arrangements the bank would be willing to make itself, for having the money available, and placed to the credit of the Government here.

I do not think that, for the present, I am in a position, under the circumstances of the contemplated arrangement, to negotiate for the purchase of the Dominion Stock.

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Thanking

Thanking you for the promptitude with which you have acted on my former communications, and awaiting your early reply to this letter,

E. H. King, Esq.,
General Manager, Bank of Montreal, Montreal.

I am, &c.
(signed) John Rose.

Hon. John Rose, Minister of Finance.

Bank of Montreal, Montreal,
25 August 1868.

Dear Sir,

I HAVE to acknowledge your letter of this date. There can be no doubt that the sale of 500,000 *l.* sterling would cause a decline in the exchange market. So far as the local market is concerned, it would assist you but little. It would not absorb more than 20,000 *l.* to 25,000 *l.* per week, for cash sales, and not even that without a concession on the rate, which approximates, for such sales, very close to that of New York. You would also find Commissariat bills competing with yours in the market, before you had sold any considerable amount.

I am satisfied that it is not advisable for the Government to draw their own bills for sale in New York. Their appearance would at once give rise to the impression, Government was drawing very heavily against the Intercolonial Railway loan, and this would immediately cause a decline in the market. To avoid this, I think it would be more for your advantage to use our bills of exchange, paying our English bank commission, and the stamps we require to affix. If this were done, the bank would undertake the sale of the bills through its agents in New York, at the rate of 100,000 *l.* per week, charging a commission of one-quarter of 1 per cent., which would cover the remittance of the funds to the credit of the Government at Ottawa, without further charge.

The highest class of bills can be bought in New York to-day, according to my latest telegrams, at $9\frac{1}{4}$ per cent. premium, and you might limit our sales, for your account, to that, or such lesser rate as you think advisable. It would doubtless be more for the advantage of the Government if the whole 500,000 *l.* sterling could be disposed of in one sale, at a fair rate, inasmuch as it would give you the benefit of interest immediately.

I am unwilling that the bank should take any risk of loss by decline of the market, and I don't think it could be considered entirely safe in making an offer for such a sum, even with a margin of one-half of 1 per cent. in the rate, exclusive of English commission; this would make the rate, based upon to-day's quotations, $8\frac{1}{4}$ per cent. premium, net, for the funds in Canada.

If the Government should be disposed to accept the rate, I shall submit to the directors; but I shall be more pleased, so far as the bank is concerned, if you elect to take the chances of the market, and direct us to sell for your account.

I remain, &c.
(signed) E. H. King,
General Manager.

P. S.—Since the above was written, I have lower quotations from New York, and I wish my suggestion, as to the bank purchasing the whole amount, to be understood as contingent on present rates.

TELEGRAM sent by the Honourable the Minister of Finance to E. H. King, Esq.,
General Manager, Bank of Montreal, 25th August 1868.

BANK to sell one-half on commission; and for other half Government will accept your rate; sales of your own, and Government exchange, to be "*pari passu*." Will it not answer if Baring and Glyn deposit money in Union Bank to your credit?

Any commission or stamps saved by that course, Government will expect to be allowed. Telegraph if possible, to-night, whether that course will answer, or whether bills shall still be sent.

TELEGRAMS sent by the Honourable the Minister of Finance to E. H. King, Esq.,
General Manager, Bank of Montreal.

E. H. King, Esq., B. of M.

27 August 1868.

LETTERS to Baring and Glyn sent you by post to-day, directing them to place Five hundred thousand pounds at your disposal when required.

E. H. King, Esq., Montreal, 28 August 1868.
LETTER and telegram received, and quite satisfactory. Leave operations to-day and to-morrow to your discretion; will approve sales you make.
Have sent copy instructions direct, Baring and Glyn. Please give them a few days' notice of any large withdrawals.

E. H. King, Esq., Montreal, 1 September 1868.
EXERCISE discretion as to sale of exchange to-day; cannot leave till Wednesday.

E. H. King, Esq., Agency Bank of Montreal,
William-street, New York, 10 September 1868.
INCLINED to realise, even at fraction under, unless you would advise holding.
(signed) John Rose.

TELEGRAMS received by the Honourable the Minister of Finance from E. H. King, Esq.,
General Manager, Bank of Montreal.

12.15. a.m. Montreal.
Hon. John Rose, 26 August 1868.
RATE has fallen to-day; will answer fully in the morning, when New York telegram comes in.
(signed) E. H. King.

Hon. John Rose, Montreal, 27 August 1868.
NEW YORK quotation is lower than my calculations, but we will carry out transactions;
do you send bills or letter, as suggested this morning.
(signed) E. H. King.

Hon. John Rose, Montreal, 27 August 1868.
We pay same English commission for deposits on bills; but if you will send me official letters addressed to each agent, requesting payment of respective sums, as I may direct, it will save English stamps, and give us some interest, which we will allow to Government; send either letters or bills this mail. New York telegram not yet to hand; will advise you at once if it interferes with proposed arrangement.
(signed) E. H. King.

Hon. John Rose, Montreal, 28 August 1868.
FOLLOWING telegram just received from New York agent: eight seven-eighths (8 $\frac{7}{8}$).
Serious decline apprehended. No demand.
(signed) E. H. King.

Hon. John Rose, Montreal, 28 August 1868.
MESSAGE received. Have telegraphed, New York, to sell fifty at eight seven-eighths (8 $\frac{7}{8}$), or better; will not reduce the limit without your instructions.
(signed) E. H. King.

Hon. John Rose, Montreal, 28 August 1868.
RATE in New York to-day, weak at nine. Please fix rate for Government. Will do better than your limit if possible.
(signed) E. H. King.

Hon. John Rose,
MARKET very heavy; must take less than nine (9) for large amounts; will you give me limit, or postpone sales.

Montreal, 9 September 1868.

(signed) E. H. King.

COPY of a REPORT of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 27th of August 1868.

THE Committee have had under consideration the annexed Memorandum of the Honourable the Minister of Finance, reporting, for your Excellency's information, the proceedings adopted by him whilst recently in England for the negotiation of the Intercolonial Railway Loan, and the arrangements entered into with the Financial Agents of the Dominion in London, in relation thereto; and they respectfully report their concurrence in the measures so adopted by the Finance Minister, and submit the same for your Excellency's sanction.

(Certified) W. H. Lee, Clerk, P.C.

THE undersigned has the honour to submit, for the information of his Excellency the Governor General, the following report of his proceedings in England on the subject of the Intercolonial Railway Loan. It was important that the preliminary arrangements with Her Majesty's Government should be made without delay, in order that advantage might be taken of the unusually favourable state of the money market, and that the loan should be placed before the summer holidays, as well as previous to certain anticipated loans by the Governments of France, Egypt, and Sweden.

Communication was, accordingly, immediately had with his Grace the Duke of Buckingham and Chandos, for the purpose of obtaining the requisite assent to the sufficiency of the legislation here, and of having that assent conveyed to the Chancellor of the Exchequer and the Lords Commissioners of Her Majesty's Treasury.

Copies of the correspondence which took place are herewith submitted.

After full discussion with Messrs. Baring Brothers, and Messrs. Glyn, Mills, Currie & Co., the Financial Agents, it was considered proper to offer the loan on the terms stated on the accompanying prospectus, which terms were accordingly communicated to the Chancellor of the Exchequer and the Lords Commissioners of the Treasury.

The approval of the Secretary of State for the Colonies having been obtained, the general conditions, and the terms of the proposed bond, were discussed at a meeting with his Grace, the Colonial Secretary, the Chancellor of the Exchequer, and the Secretary of the Treasury, at which Mr. Baring and Mr. Glyn were present, and these terms were finally settled.

The correspondence on that subject is annexed to this report. Every publicity was given by advertisement, through the press, and otherwise, respecting the loan.

The minimum price was settled by the undersigned, and placed in a sealed paper in the hands of the Financial Agents, in the presence of the bidders for the loan, but was not communicated to any one.

The sealed tenders (in number 335) were opened by the Financial Agents, in the presence of the parties tendering. A schedule of those bids is herewith submitted.

Letters dated London.
J. Rose to Baring Brothers, &
Glyn, Mills & Co., 18th July
1868.

Reply dated 28th July.
Reply dated 29th July.

A good deal of communication took place on the subject of the commission to be charged by the Financial Agents. The result of those communications will be found in the correspondence entered in the margin.

The undersigned thinks it right to acknowledge the exertion made by the Financial Agents to place the loan on the most advantageous terms possible, and to say that he believed the arrangements touching the commission, and management of the Sinking Fund are more favourable to Canada than are ordinarily accorded by London agents to foreign governments on like operations.

He cannot close this report without mentioning the courtesy and ready assistance which were on all occasions extended to him by his Grace, the Secretary of State for the Colonies, the Chancellor of the Exchequer, and by the Lords Commissioners of Her Majesty's Treasury.

But for the facilities which were at all times so kindly afforded, it might have been difficult to have placed the loan on the market during the present season.

(signed) John Rose,
Minister of Finance.

Ottawa, 14 August 1868.

INTERCOLONIAL RAILWAY LOAN, &c.

COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 27th August 1868.

THE Committee have had under consideration the annexed memorandum from the Honourable the Minister of Finance, submitting for consideration and approval, certain arrangements which he suggests should be made in view of the exceptional state of the financial affairs of the Dominion, and reporting the measures he has adopted in reference thereto.

The Committee advise that the action taken by the Minister of Finance be approved; and further, that the balance due to the Financial Agents in London be paid out of the amounts on deposit with them; that the maturing bonds, and other engagements mentioned in the memorandum of the Finance Minister, be paid, and that his recommendation, as to the issue of Exchequer Bills or Bonds be carried into effect through the Treasury Board, in such form as may be deemed expedient; and finally, that the Finance Minister be authorised to carry out his suggestion with reference to Exchange, in such manner as he may deem most advantageous.

(Certified) W. H. Lee,
Clerk, P.C.

The undersigned has the honour to submit a statement of the amount deposited on account of the Intercolonial Loan, together with the other balances available to the Government in the banks here, amounting in the aggregate to about \$ 6,200,000, accompanied with a statement of the engagements which the Dominion has to meet at an early day.

The loan of two and one-half millions of dollars from the Bank of Montreal, and the bonds amounting to \$ 880,000, issued in 1866, both bear 7 per cent. interest, while the amount payable to Ontario, bears 5 per cent.

The balance on the account of the Financial Agents in London also bears 5 per cent. interest.

These agents report that they are unable at the present moment to obtain in England more than 1 per cent. per annum on the sum in their hands. It is obvious, therefore, that, unless other employment can temporarily be found for the money, a serious loss of interest may take place, for the Dominion is paying at the rate of 7 per cent. interest on all its old current loans, 4 per cent. on three-fourths, and 5 per cent. on one-fourth of the Intercolonial Loan, and 5 per cent. to Ontario, and a like rate on any balance due the Fiscal Agents in London.

The Minister of Finance begs to bring under the notice of his Excellency in Council the following suggestion, by which it is sought to accomplish the double purpose of finding such employment for the money as will avert a serious loss to the Dominion in the way of interest, and at the same time provide, beyond all possible eventuality, for having the Intercolonial money immediately available whenever it may be required for the prosecution of the work.

The credit with Messrs. Baring & Glyn, which the Dominion may avail of to the extent of 250,000*l.* sterling, he proposes shall be specially used, if need be, to recoup any portion of the Intercolonial money that may now be invested in any interest-bearing securities, issued for the reduction of such Dominion liabilities as bear a high rate of interest, and the Bank of Montreal have agreed to grant a further credit for the like purposes of the Intercolonial Railway, to the extent of 500,000*l.* sterling.

He suggests, further, in addition to these special credits provided for recouping the Intercolonial Loan, that Exchequer Bills of the Dominion, bearing a like rate of interest as is payable on that loan, be prepared; that these Exchequer Bills shall be receivable in payment of all dues to the Government, and be placed in the hands of the Receiver General, as Trustee for the Intercolonial Fund, and not be issued by him unless needed for that work.

There will thus be available, for recouping the Intercolonial Fund, apart from the general resources of the Dominion, the special credits of the Financial Agents and of the Bank of Montreal, and Exchequer Bills convertible at any moment, as they are receivable in payment of public dues, at short date.

Although the undersigned does not contemplate the probability of any occasion arising, which will render it necessary for the Dominion to avail itself of any of these special means provided for replacing the Intercolonial Fund, and although, under ordinary circumstances, the surplus revenues of the Dominion, and the incomes from good debts actually due to it from Savings Banks deposits, and the issue of Dominion Stock to Insurance Companies and the public, as demand for it may arise, might be relied on to meet the payments on the works, according to their progress; yet in view of the circumstances attending the issue of the Intercolonial Loan, he is of opinion that the special provisions before suggested, should be supplied before even a temporary use of any portion of the fund is made.

If Council deem it expedient to invest any portion of the Intercolonial money in such way as to reduce the interest payable by the Dominion, it will be necessary to bring the funds now in deposit with the London Financial Agents, to Canada.

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In anticipation of the possibility of that operation the undersigned had informal communication with the Bank of Montreal, the substance of which is contained in the correspondence and telegrams herewith submitted.

It will be seen that the Bank is willing either to sell the Bills of Exchange of the Government for a Brokerage, and place the proceeds to the credit of the Dominion at Ottawa, or themselves to purchase the Exchange at the rate specified in the Manager's letter placing the proceeds to the credit of the Government at once to bear 4 per cent. interest.

The undersigned has considered the propriety, first, of importing gold from England, and, secondly, of asking public tenders for Bills of Exchange. In the former way the money could not be laid down here except at a considerable loss as compared with the present quoted rates of Exchange in New York, and if the latter course were adopted he believes it would lead to a serious decline in the rates as well in Canada as in New York. He is of opinion that the same result would follow if the Government were to offer its own Bills drawn on the financial agents in London, for sale through any broker, or through the agency of the Bank of Montreal, and he thinks it would be for the interest of the Government to allow the Bills of the Bank of Montreal on the Union Bank of London, its agents there, to be used. This course will subject the Government to the payment of a brokerage to the Bank of Montreal on the sale of the Bills in New York, and the transfer of the funds thence to Canada, as well as to the cost of recouping that institution for the commission it may have to pay to its London agents on their acceptance and payment of the Bills it may draw. But he considers it probable that the cost to the Government of that plan would be less than the loss which would be occasioned by the decline in the rate of Exchange were the Government to draw its own bills on Messrs. Baring and Glyn.

From the best information within his reach, the undersigned is inclined to the opinion that the price of Exchange is less likely to rise than to decline for some time to come.

The present demand for American securities in Europe, the probable heavy export of grain and other products in the autumn, the prospect of a considerable cotton crop, and the light fall importations into Canada, are among the causes which prompt this belief, and he thinks it improbable that the Government would gain as much by waiting for a rise, as it would lose in the way of interest which the deposit of money on the sale of the bills would otherwise give. He therefore submits, for the consideration of Council, the expediency of realising the exchange as expeditiously as practicable in New York, and placing the amount at 4 per cent. interest.

But, in view of the impossibility of making any certain calculations with reference to the result, and in order that the Government may have the advantage of any rise in exchange, and at the same time place a considerable sum at once at interest, he proposes:—

1st. That the offer of the Bank to purchase, at the rate specified in Mr. King's letter, be accepted as to the half of the 500,000 *l.* sterling only.

2nd. That the other half be sold by the Bank on Commission on the terms stated by him, either *pari passu* with the purchased half, or at a minimum rate to be fixed from day to day by the Government when apprised of the daily quotations in New York.

3rd. That the sum of 500,000 *l.* be placed by the Financial Agents in London at the disposal of the Bank of Montreal, by letter of instruction to that effect, to meet the drafts of the Bank, and on the understanding that if the payment of stamps and commission to the Bank Agents is thereby avoided, these charges will be allowed to the Government.

Ottawa, 27 August 1868.

(signed) John Rose,
Minister of Finance.

INTERCOLONIAL RAILWAY LOAN, &c.

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(Approximate.)

A STATEMENT of the ENGAGEMENTS which the DOMINION has to meet at an early Date.

	\$.	cts.
Amount of Loan due to the Province of Ontario - - - - -	500,000	00
" payable to ditto on 30th September on account of Subsidy - - -	300,000	00
" for redemption of 7 per Cent. Debentures, due 1st September - - -	887,000	00
" of Loans per Bank of Montreal, due on 30th September - \$ 1,000,000		
" Ditto, 31st December - - - - - 1,500,000		
	2,500,000	00
" payable on account of Nova Scotia and New Brunswick, on account of Works - - - - -	700,000	00
" Balances due to Financial Agent in London - - - - -	973,333	00
TOTAL - - - \$.	5,880,333	00

Finance Department, Ottawa,
27 August 1868.

(Approximate.)

A STATEMENT of the Amount Deposited on account of the INTERCOLONIAL LOAN, together with other Balances available to the Government.

	\$.	cts.
Deposits on account Intercolonial Loan - - - - -	2,000,000	00
Balances in banks in Canada - - - - -	1,300,000	00
Instalments on account--		
Intercolonial Loan, payable in October - - - - -	2,500,000	00
Bank Balance on account of silver - - - - -	500,000	00
TOTAL - - - \$.	6,200,000	00

Finance Department, Ottawa,
27 August, 1868.

CANADIAN RAILWAYS.

CORRESPONDENCE

ON

INTERCOLONIAL RAILWAY LOAN.

FURTHER PAPERS RELATING TO.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
18 June 1869.

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Under 3 cz.